

**REMARKS**

The rejections of Claims 1-5 and 7-13 as being anticipated by WO '559 under 35 USC §102(a) and of Claim 6 as being obvious over WO '559 in view of Tamai et al. under 35 USC §103(a) are traversed. Reconsideration of each of these rejections is respectfully requested in light of the foregoing amendments and following comments.

The WO '559 document, with or without the hypothetical combination of the Tamai et al. teachings, neither anticipates or renders obvious the subject matter of independent claims 1, 2 and 16 and thus the claims dependent thereupon.

In gear-shifting through a change-over of a twin clutch which engages the second friction clutch while releasing the first friction clutch, the thrust (push-up) change in the second friction clutch torque  $T_{c2}$  in the apparatus of Claim 1 is absorbed by driving the first or second motor after the engine torque  $T_e$  comes to be substantially transmitted by the second friction clutch (Fig. 12, when  $T_e \approx T_{m2}$  after time  $b$ ) to suppress the thrust change (Fig. 12, time  $a \rightarrow b \rightarrow c$  : the dotted line) in the output shaft torque  $T_o$  due to the inertia of the engine when up-shifting is performed. The WO '559 document contains no such teaching.

In gear-shifting through a change-over of a twin-clutch which engages the second friction clutch while releasing the first friction clutch, the drawn change

(pull-in) in the second friction clutch torque  $T_{c2}$  in the apparatus of Claim 2 is corrected by driving the first or second motor after the pressing upon the second friction clutch starts (Fig. 13, after time  $a$ ) to suppress the drawn change in the output shaft torque  $T_o$  (Fig. 13, before and after time  $b$  : the dotted line) produced with the start of engagement of the second friction clutch when up-shifting is performed. The WO '559 document contains no such teaching.

In gear-shifting through a change-over of a twin-clutch which engages the first friction clutch while releasing the second friction clutch, the drawn change (pull-in) in the second friction clutch torque  $T_{c2}$  in the apparatus of Claim 16 is corrected by driving the first or second motor after the second friction clutch starts to be released (Fig. 22, after time  $a$ ) to suppress the drawn change (Fig. 22, time  $a \rightarrow b \rightarrow c \rightarrow d$  : the dotted line) in the output shaft torque  $T_o$  produced with the start of release of the friction clutch when shifting-down is performed. The WO '559 document contains no such teaching.

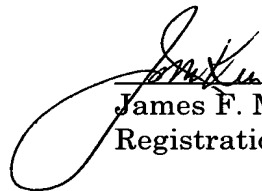
Neither the WO '559 document or Tamai et al. recognized the problems to be solved in absorbing or correcting the drawn change in torque generated with the start of engagement of the friction clutch when gear-shifting through the change-over of the twin-clutch is performed, the thrust change in torque due to the inertia of the engine, or the drawn change in torque due thereto. Accordingly, early and favorable action is earnestly solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #056207.50859).

Respectfully submitted,

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